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December 2015

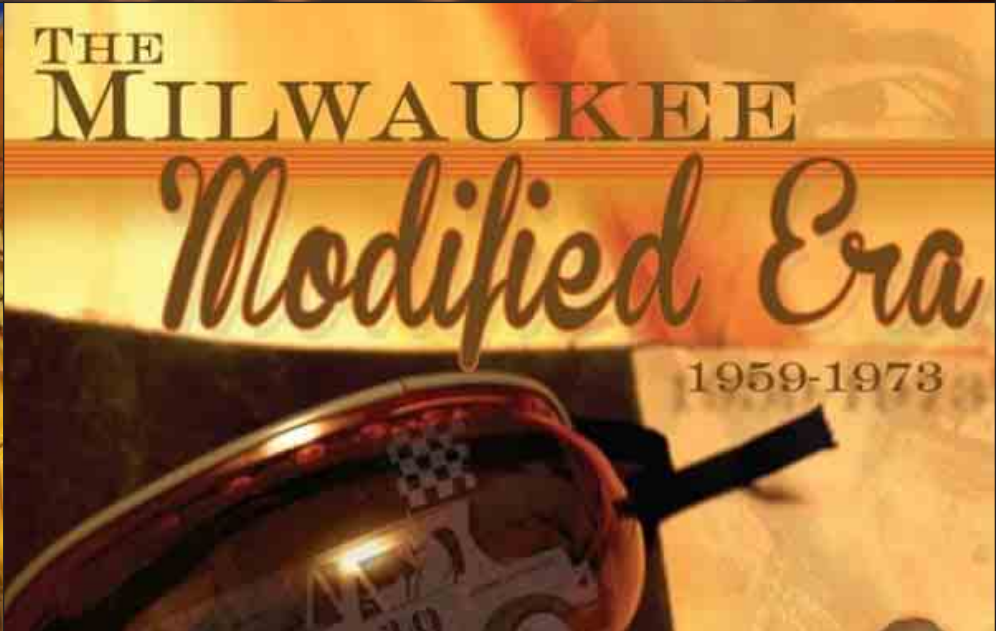
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## Publisher's Note *Racing According to Plan*



**Dan Plan**

Usually, at this point in the year, many of us (fans, crew, drivers, etc.) are starting to show the effects of a long season. Sometimes we are ready for a break in the action. As I looked through my notes from the past year, I started to realize that it's actually been a pretty good year.

Despite what appears on all accounts to have been a great season, I'm often amazed at how often I read, hear or see people complain about short track racing. I've come to realize some people are always going to find something to bitch about.

Before I get into why it was a great season, let me point out a couple of what I felt were weird reasons to be upset. I've heard some pretty oddball complaints this year. People will complain about anything and everything. Some are valid complaints, others not so much. One comment I read this summer was in regards to a race fan that was mad at a particular race track because the spectator gates weren't open before the actual racing started, and they couldn't watch practice. This race fan turned around and went home.

## Another Great Racing Season

Really? Missing 30 minutes of practice was the breaking point? Keep in mind; this was a rescheduled event that made a two-day show into a one-day show. Once the gates were open, the racing went from noon until midnight, yet they were mad because they couldn't watch practice. Okay?

I also personally watched someone bitch at a track owner about the music the DJ was playing, and the lack of videos playing on the screen. Again, this was during a rained out event, and was a last minute decision made by a track to accommodate fans during the rainout. This person had a dry warm place to stand and drink their own beer during the rainout. My Canadian buddy told me, "These are the type of people that would still complain if you were handing out \$20 bills, because they weren't \$50 bills."

Despite the few bad apples in the crowd, it was still a really good season. Why do I think it's been a good year? Well the number one reason has been the weather. I can't remember a season when my schedule has suffered so few rainouts during the regular season. Most seasons, the area tracks suffer numerous rainouts. That might have been the case at some tracks again this year, but the ones that I frequented most weekends only lost one Saturday night throughout the course of the season. That has to be a good thing for them, right? Race tracks don't make any money when they're not open.

As I looked back into this past year even deeper, I realized I had only been rained out a total of 5 times the entire year. The other three rained out events were special events that were not scheduled on a

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### Racing According to Plan from page 3

dregular race night, and the first rainout of my season during Speedweeks on a Tuesday night. Let's hope this trend of rain free weekends continues on for many years to come.

Now the second reason I feel it was a great racing season is due to the quality of racing witnessed this year. I'm pretty sure I've mentioned this before, but I really don't care what type or class of car is racing, as long as it's a good race. It really doesn't matter to me if I'm watching the fastest cars the local short track has on the card, or kids racing BMX bikes. As long as it's a good race, I'm all for it.

Sure, the Late Models and Sprint Cars get top billing at most shows at the area short tracks, but the other divisions put on great shows as well. When it comes to racing, it's more about cars passing each other and the old fashioned rubbin' is racin'. During the past year, we were able to witness some great racing at a number of different tracks. We saw some phenomenal

racing on different track surfaces (dirt & asphalt) and different divisions put on shows that had fans on the edge of their seats.

Sometimes, the best racing doesn't occur in the feature race, but instead during the heat race. One that stood out for this past season was a Modified heat race at St. Croix Falls Raceway on Friday of Labor Day weekend. You would have thought the heat race paid a million dollars to win the way Buzzy Adams and Jason Vandekamp were racing each other. They were battling for the win like there was no



Billy Mohn, Jacob Goede, Dan Fredrickson and Donny Reuvers at Elko  
*Martin DeFries photo*

tomorrow, and not trying to "work the inversion" for a feature race starting position. They just wanted to win the race and maybe get a plastic trophy.

Another race that stood out this year was a Super Late Model feature race at Elko this summer. When the lineup hit the track, the four fastest cars were lined up in the first two rows of the field. My first thought was the top four would just simply get in line and drive around in circles, single file, for 40 laps, and finish in the same order they started. Wow was I wrong. Dan Fredrickson, Jacob Goede, Billy Mohn and Donny Reuvers staged a four car battle of the ages.

It just goes to show you never know what you'll see when you get to the track, and that is why you need to get out to the track.

And finally, this is our final issue of the 2015 season. Our next issue will be available in February of 2016. Enjoy the Holiday Season!



Jason Vandekamp and Kevin "Buzzy" Adams at St. Croix Valley Raceway  
*Vince Peterson photo*



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## 2015 Southeastern Wisconsin Hall of Fame Inductees

The 9th annual induction ceremony for the Southeastern Wisconsin Short Track Hall of Fame took place early in November at the Wisconsin Auto Museum and Schauer Arts Center. The 2015 inductee class consisted of; Lowell Bennett, Rich Bickle Jr., Jim Blazek, Don Goeden, Dave Moulis, Pete Ostrowski, Bill Prietzel, John Quinn, Ray Toft, Dave Watson & John Ziegler.  
(Kim Kemperman photos)



Pictured below; Dave Watson and Rich Bickle Jr (left), The Franklin Flyer - Bill Prietzel (middle)  
and Dave Deppe and Dave Watson with their historic USAC ride (right)





## Auto Racing Facts, Observances and Opinions



**Dale P. Danielski**

It's a good time of year to look back at the past season and determine what was good, bad or otherwise about it.

Our racing season started out at La Crosse Fairgrounds Speedway, West Salem, WI., with the Sunday afternoon 4/26/15 Frostbuster event. The event for this scribe was a bit nostalgic feeling as years ago many tracks held Sunday afternoon events, certainly in the early season, but even throughout the summer of racing. It was a very popular venue years ago and also allowed us travelers to head to another track Sunday night for some more racing! Pretty much unheard of these days but good to see when it actually does happen.

On this day in front of a very good crowd it was, of course, you know who, Steve Carlson taking the 25 lap NASCAR Late Model feature. The win propelled Carlson to another track title and also showed how well Ty Majeski was going to run during the season as he placed 2<sup>nd</sup> in the event. Majeski, who is one of the very few who does race in more than 12 races year, heading into December had won 18 feature events. Like we say, now days most don't even race in that



*Ty Majeski #91 18 wins (So far) in 2015*

many yet alone win them so we have to give a nod to Ty for a great year of racing. The season was actually still going for Majeski who at this writing was looking to cap things off with a Snowball Derby win in Pensacola, Fla.

It's always fun to catch some dirt shows during the season and Mississippi Thunder Speedway of Fountain City, WI., is close to home so we get there when we can. Nice to see the track bring back Late Model race cars as part of their regular show of racing and fields starting out in single digits built throughout the year to where good car counts were the norm. This division was of course the top billed one everywhere until expenses and small fields allowed the Modified race car to take over as the main class of racing. I like the Mods, but there is just something about the look, sound and speed of a Late Model that gets the blood pumping! The division was a very competitive one at the track so hopefully more drivers get involved and it becomes a main stay for 2016 and beyond.

Marshfield Motor Speedway, Marshfield, WI., tried Friday night racing in 2015 due to the Golden Sands Speedway of Plover, WI., running such a limited schedule on that night and the test run produced even fewer cars and fans than the past years of Saturday racing. I guess we'll just have to see how things shake out with the 1/2 mile paved track for 2016 as the Plover track is showing more Friday night events this year which of course could lead to conflict. With car counts too low as it is in paved racing we don't need any of that!

The Central Wisconsin Racing Association appears poised to hold events again in 2016 for Super Late Model cars after going with their sanction for 4 such events in 2015. Memorial races featuring stars of racings past were held and fields and crowds were decent for all of them. Tim Schendel was the season Champion. To say it was a successful return to racing for the group might be a reach, but you have to start somewhere and hopefully 2015 offered something to build off of.

The TUNDRA racing series made a return to La Crosse Fairgrounds in 2015 and it was Skylar Holzhausen whipping it on the field to win the 40 lap feature in



*Lacrosse Tundra race winner #78 Skylar Holzhausen*

front of a large and for the most part partisan crowd. The TUNDRA group seems to have things going their way and 2016 looks like it will bring more of the same.

The Greg Oliver run Great Northern Sportsman Series held events in 2015 and had one as a companion event with TUNDRA at La Crosse Fairgrounds. Track regular Tony Leis captured that groups 25 lap feature on the day which was also a popular one with fans. With GNSS you can always count on competitive racing as the Series brings cars and drivers from various tracks throughout Wisconsin, Minnesota and Illinois. Hopefully we see more of the same in 2016.

*Tony Leis #07 GNSS winner at Lacrosse*



I still enjoy watching the Outlawz Division of racing at La Crosse Fairgrounds but the class continues to struggle with car counts. You can basically race whatever you want so why don't more than 6-8 cars show up for the events? Racers are known for complaining about being too restricted on what they can race so in a "Run what ya Brung" class of racing where are they when there is no restriction? Not sure what the future holds for this group but hopefully it can continue and see full fields of cars.

The Street Stock Division at Lax Fairgrounds is growing fast as well as it appears to be filling the void between 4 cylinder Hornet race cars and the full size Thunderstox Division racers. With full framed race cars becoming more and more difficult to find the Street Stock division makes more economical sense at this point. The racing has been fun to watch as it's bare bones, strictly stock car racing.

Of course with each season's ending we give thought to what the next year of racing may bring. More travel

*continued on page 9*



*Racing Observations from page 8*

is always attractive and maybe, just maybe if that gas price can remain at less than \$2.00/gallon we'll get to more shows in 2016!

Here and there...Did you hear the huge collective sigh of relief from all over the land as the NASCAR Cup season mercifully came to an end? With all that money being thrown around to advertise the World's best drivers you'd think they'd race for a win now and than instead of always wrecking for it. What a terrible, overpriced product. It's no wonder the camera can't show all the empty seats in the grandstands anymore. Of course they have plenty to show with all the debris that seems to be on the race track...A highlight of 2015 was the Champions Reunion as part of Oktoberfest racing at La Crosse Fairgrounds Speedway. A record turnout of drivers with 10 or so promoters thrown in provided a great time for all. Looks like it will all happen again in 2016 so mark your calendars for Oktoberfest 2016!

Looking back, on September 9-10, 1972 the first ever Dells Midwest Championships were held at the Dells Motor Speedway, Wis. Dells, WI. 116 Late Model race cars appeared for the event. The winner after 200 laps of feature racing was Dick Trickle. Following Trickle at the finish was Marv Marzofka, Tom Maier, Ed Howe, Joe Shear, Larry Phillips, Tom Reffner, Jim Sauter, Tom Jones, John Ziegler, Don Leach, Dan Prziborowski, Dave Watson, Marlin Walbeck and Carl Smith the top 15...On May 4th, 1975 it was John Boegeman, ( The Black Knight) winning the feature event at Elko Speedway, Elko, MN. He was followed by Tom Reffner and Dick Trickle...On June 19th 1975 at Wisconsin International Raceway, Kaukauna, WI., it was Rich Somers winning the feature race. Bob Abitz, Wally Jors, Lee Schuler and John Burbridge rounded out the top 5...In a special CWRA race held at the Tomahawk Speedway of Tomahawk, WI., on June 30th, 1975 it was Neil Callahan taking the win over Marv Marzofka, Larry Detjens, Don Marcis, Rick Haase and Jim

Bohmsach...The July 2nd 1975 feature win at La Crosse Interstate Speedway, West Salem, WI., went to Tom Reffner over Marv Marzofka, Rich Somers, Dave Boodle and Jim Back...The Slinger Super Speedway, Slinger, WI., July 6th, 1975 main event win went to Alan Kulwicki followed by Bill Goedon, Tony Strupp, Gary Zobel and Del Keup...On July 16th, 1975 it was Rich Somers winning the feature at La Crosse Interstate Speedway followed by Larry Detjens, Jim Back, Larry Anderson and Bob Gunn...July 26th, 1975 found Mike Murgic the feature winner at Elko, MN., Speedway. Murgic was followed by Tom Reffner, Jim Weber, Jon Chrest and Mark Lamoreaux.

News, notes and comments welcome to Dale P. Danielski at Starmaker Multimedia 967 10th Ave N Ste A, Onalaska, WI 54650, at 608-783-5827, 608-518-2478, or at dale@starmakermultimedia.com , www.starmakermultimedia.com

*Make sure to check out Dale's Pictures from the Past on page 14 of this issue*



*Outlawz racer Steve Scholze (top photo)  
Dave Trute #2 GNSS 2015 Champion (bottom photo)*



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**NASCAR Insight****Shane Carlson**

I had the 2015 NASCAR season finale at Homestead Miami Speedway circled on my calendar since the day Jeff Gordon announced he was going to retire at the end of the season. If you've read my columns before, you know that I've grown up a Jeff Gordon fan, cheering for that No. 24 Chevrolet every Sunday. It became obvious what I had to do after Gordon had won for the ninth time at Martinsville Speedway; I was called to be at Homestead Miami Speedway in person to witness a legend competing in his final race and a final shot at a title.

I booked my flight and hotel, got my tickets, and was ready to go have some fun in the sun for a long weekend. Needless to say, my friends at school were quite jealous. I landed in Miami early Thursday afternoon, and with nothing going on at the track, I went sightseeing in downtown Miami.

Friday was a packed schedule at the track. I got up early and was among the first fans through the gates for opening truck practice. The truck race was that night, so there was a lot of pressure for the truck teams to practice, qualify, and then get ready for the season finale. The Cup teams had opening practice, as well as qualifying that night prior to the truck race. Matt Crafton won the race; his sixth of the season, and Erik Jones won the championship. Jones was the first rookie to do that in series history, putting an end to Crafton's two-year reign as champion.

Saturday, it was time to crown the Xfinity Series champion. Regan Smith, Chase Elliott, Ty Dillon, and Chris Buescher were all in the running. Buescher finished 11<sup>th</sup>, just well enough to clinch the title in just

**Gordon Caps Career at Homestead**

his second full season by 15 points over Elliott. It was one of the lone bright spots for Roush Fenway Racing in 2015, as the program seems to have fallen behind the other Ford camps, notably Team Penske, at least on the Cup side. There's rumors going around that we may see Buescher in a Cup car, sooner rather than later.

Sunday was to be the most bittersweet day of my life; on the one hand, my hero Jeff Gordon was competing for the last time. It was the last chance I'll get to root him on and let my unbridled passion show for the No. 24. On the other hand, Gordon has the opportunity to leave the sport on top, by winning a title, and maybe the race. I told myself that no matter the outcome of the race, it was going to be a fun weekend, one that I will look back on and tell my kids and say I was there to witness history.

When Gordon won at Martinsville a few weeks earlier, I knew very well that it could have been his last win, but I was certainly hopeful of getting another one in Homestead. After starting fifth, he made his way to the front early, leading for nine laps. The place went absolutely nuts. Everyone was on their feet, and the fans may have drowned out the cars as the 24 led the field past the start finish line. It turns out those nine laps were the last laps Jeff Gordon ever led; he faded to around 12<sup>th</sup> and ran there most of the night, but rallied late to finish sixth. It just wasn't enough to beat Kyle Busch. Busch had one of the best cars, and was a rocketship on the restarts, which helped propel him to his first title, after missing the first 11 races of the season due to injury. Title-

hopeful Kevin Harvick finished second in the race, thus second overall in the standings. Gordon was third in the standings, and the team out of Denver, Colorado, Furniture Row Racing and Martin Truex Jr. finished 12<sup>th</sup> in the race, fourth in points.

Though it didn't quite turn out as I had hoped for Jeff Gordon, I had the weekend of a lifetime. I appreciate the history of the sport and where it's come from. and Jeff Gordon was definitely a player in shaping what NASCAR is today, and to have witnessed his final laps was a true privilege. Four titles and 93 victories ain't bad.

*Make sure to check out our photo gallery on page 15 for more of Shane's Homestead trip*





## Racing Nuggets



### Jacklyn Daniels-Nuttleman

My husband is successful, but not just at building and setting up race cars. If something can be spilled, he will spill it with gusto. If there's a potential mess to be made, he will nail it BIG in the first attempt. Stains are his strong suit.

As the regular race season is winding down, I find myself breathing a sigh of relief that there won't be as many "rush jobs" to get his crew shirts cleaned in time for the next race. I honestly don't know how he manages to get dirt and grime on them to the degree that he does. It's as if he rolls around under the car—and the hauler—after both have driven through a monstrous puddle infused with grease and grime.



The stains are not limited to his race day shirts. He can even mar standard T-shirts in record time. I once went out to visit him at the race shop over lunch, to discover the front of his shirt looking like someone had sprayed him with a bottle of champagne. Upon inquiry, he informed me with a laugh that he had a "little accident" with the shock oil.

Laundry is separated in our house, not by color—but by who wears it. This is done mostly because I refuse to wash my stuff with his clothes. I made the mistake of doing a load of co-mingled clothing when we first got together. The following day, I had co-workers sniffing in every room with me, trying to figure out if there was a gas leak or something burning. You don't want your clothing to come anywhere near the kind of dirt and grime he gets into; trust me.

In fairness, he DOES wash his own daily clothes. Occasionally, I get a whiff of them when I open the dryer. As demonstrated with my laundry that rode with his through the process, they often still carry the scent of grease and shock oil. You just can't get that stuff out of the fabric. I worry that we'll have a fire in the dryer someday because of this.

When it comes to the nice crew shirts—you know, the snappy uniform tops that the whole gang wears on race day; I've tried to manage their care myself. Pre-treating stains and scrubbing the grime is not something that my husband bothers with when he does laundry, so if the crew shirt is going to continue to vaguely resemble the rest of the team's, I'll have to be the one to try to clean it.

As luck would have it, (sarcasm) the team shirts have a nice swath of white on them—located in key areas that are quite prone to being covered in grease, grime, and any other stain-inducing matter found on a race car or at the track. However, in all honesty, when it comes to my husband, ANY area on a shirt is prone to being victimized by dirt and grease. Sleeves on a shirt he is wearing also serve as shop rags and Kleenexes for him, so I'm grateful the crew shirts are short-sleeved.

The whole crew is very hard-working. Yet, none of their shirts seem to be stained to the degree that my husband's shirts always are. It's almost embarrassing; ALMOST, because I refuse to allow something like this to define my abilities to clean.

I was lamenting to my mom about this story of stains. She told me about this product called "Fels-Naptha."

## Talking Dirty



It's a bar of specialized soap made for doing laundry, with super powers of stain removal. My mom gave me my first homemade tub of the stuff. My grandmother taught her about the amazing cleaning properties it has.

Apparently, I come from a long line of women who have a propensity for marrying men who are experts at getting dirty and creating challenging stains.

At any rate, you're supposed to shred up the bar of soap—but because I don't like to putz with stuff more than necessary, I let a portion of the bar sit in a closed container of hot water, until a gel starts to form on the surface of the chunk of soap. Then you scrape off the gel, and allow the bar and gel to continue to form into a big, stain-removing gelatinous mass that can be added to laundry, or used with a scrub brush to remove offending stains.

Lately, my husband has had a real knack for getting every white surface of the crew shirt smeared with some sort of grease or dirt. He's consistent, if anything. And I've used more of the Fels-Naptha than I care to admit. It's been the best answer to date for working on my stain monster's clothing. Some things just can't be removed, like tar; at least I THINK it is tar. It's hard to tell. I don't know what it is, or how it got there.

I'm not sure if there are plans for new crew shirts next year, but if there is, I'll be lobbying for a say in the design. I get that summer's hot, so black is not a viable color to wear on those sticky and humid days at the track, but white should really not even be an option; not even as an accent color.

I think I might go into the shirt design business, as I can't possibly be the only racing wife that has to contend with a chronically stain-prone husband. Somebody needs to design race team shirts, using creative colors like "Burnt Rubber," "Grease Grey," and "Shock-Oil Spoooge®." That last one would be a patterned shirt that features sprays and streaks of what looks like shock oil. As a matter of fact, all three of these delightful designs should be patterned—nothing tacky, rather a subtle design that would better disguise the most common stains found on a team race shirt worn by the hard-working crew.

*continued on page 12*



**Dirty Talkin'****Kris Peterson**

With the growing snow on the ground and a chill in the air it is a sure sign that racing season in our area has come to an end. We will have many months to endure without the smell of race fuel, dirt in our beer, and the family comradery that race teams and fans enjoy throughout the racing season.

With that long off season in mind and knowing that the banquet where we would all be together again still a long way off one of the Upper Midwest Sprintcar Series (UMSS) supporters thought it might be fun to get together and do something both worthwhile and productive. We organized a time slot for a large group of both fans and drivers to meet and get together at Feed My Starving Children where we would volunteer our time and service to a great organization and do it together in a way that was both fun, energizing and productive.

**The Holiday Spirit**

Feed My Starving Children is a non-profit Christian organization committed to feeding God's hungry children in body and spirit. The approach is simple: children and adults hand-pack meals specifically formulated for malnourished children, and we ship these meals to our distribution partners. FMSC meals have reached nearly 70 countries around the world.

What an awesome cause and what an amazing way to spend a few hours with our racing family. In less than two hours we packed 154 boxes which is 33,264 meals and will feed 91 hungry children for an entire year. The boxes that we packed will be shipped to the

Dominican Republic where poverty leaves so many children starving. It was such a great feeling to know that we as a team could have such an impact in a short amount of time.

The racing community is a family and stands together for so many things in so many ways and I am so happy that I get to be a part of it.

**Racing Nuggets continued from page 11**

This same concept could be applied to daily wear too. I've been known to have food drip onto my "goodie tray" (if you know what I mean) when I'm eating, however my husband is far much worse when it comes to "dribbling" on his shirts during a meal. This is the case, mostly due in part to his immense love of mustard—the most stain-inducing condiment on the face of the earth.

"Dude, you slopped on your shirt," is a common phrase whenever one is eating a meal with my husband. And it's generally met with a boyish grin and a shrug of the shoulders, as he LICKS the mustard off of his shirt.

Yes, he LICKS that same shirt that previously had been spattered with various liquids at the race shop... smearing the mustard worse than you can possibly imagine.

Despite his cringe-worthy behavior at times, I still love him. He plays with cars, and doesn't give a second thought about mundane things like stains. He loves making messes and getting dirty. He keeps me young... and fairly active, as I'm continually running behind him with cleaning supplies. Who needs kids when you've married a toddler?

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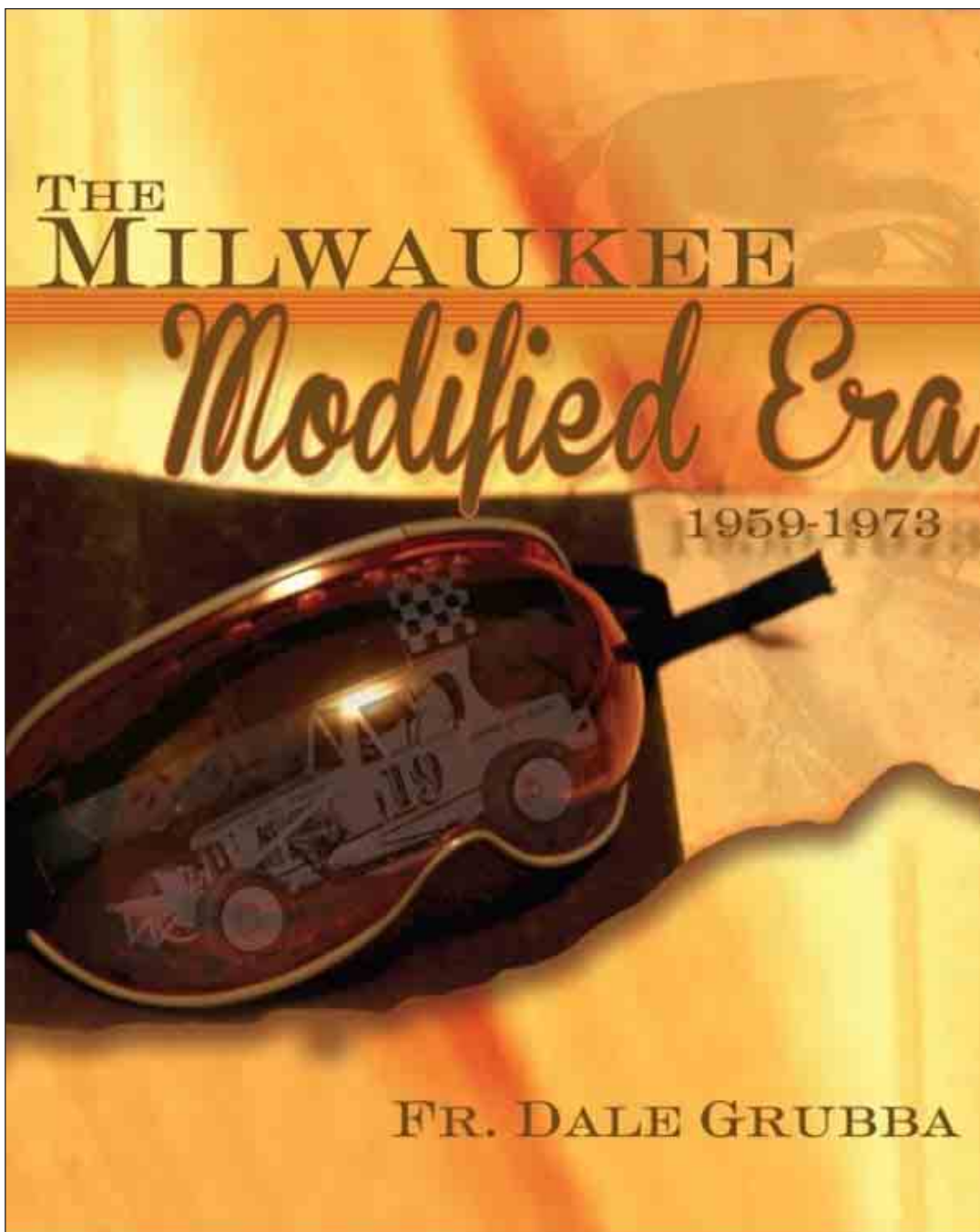


## The Milwaukee Modified Era Book Review

As a race fan that grew up during the 1970's and 1980's, I was lucky enough in my younger years to see some of the stars of the Central Wisconsin Racing Association (CWRA) race at a few of their home tracks (Plover, Dells, LaCrosse). Around this same time period as the CWRA drivers, there was another group of racers in the Milwaukee area. Unfortunately, I never had a chance to see these cars or drivers in person, but thanks to Lew Boyd and the staff at Coastal 181 Publishing, I was able to learn more about the history of the Milwaukee Modifieds through the latest book from Father Dale Grubba – *The Milwaukee Modified Era 1959-1973*.

Being an avid reader of *The Checkered Flag Racing News*, I remember reading about some of the history of the Milwaukee drivers, and even recall seeing a feature story in *Stock Car Racing* magazine. I was always fascinated by the look of the Modifieds that raced in the Milwaukee and was also intrigued by the driver nicknames. Guys like; Ernest "Fuzzy" Fassbender, Edwin "Etchie" Bietzer, Miles "The Mouse" Melius and numerous others.

One can only imagine how cool it was to build a race car from parts and pieces. Ford axle, Pontiac frame, Chrysler engine, Chevy brakes and all kinds of homemade craftsmanship.

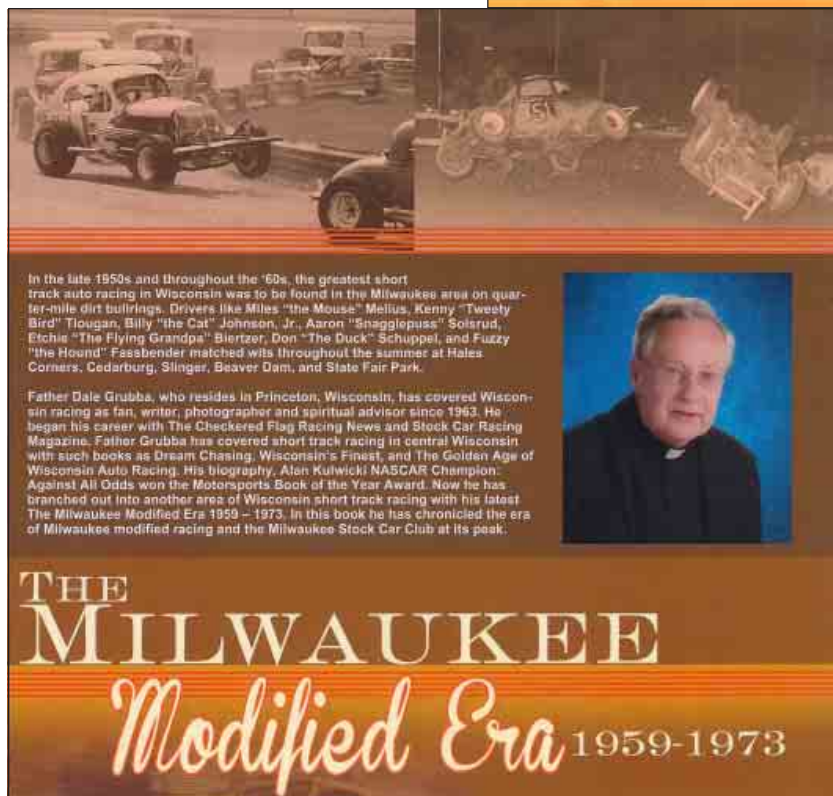


This book gives a great account of how things really were when racing started in this part of the country.

I also picked up a couple of other little tidbits while reading through the book. I had heard the name of Dennis Frings for some time as an asphalt Late Model chassis builder. Many of the "top dogs" of the Late Model division in the late 1970's and early 1980's ran Frings Chassis at one time or another. Turns out, Dennis was heavily involved with the Modifieds back in the early part of his career as well.

The other tidbit was the flagman utilized by many of the Modified tracks. I only remembered hearing of Duanne Sweeney as the flagman at Indianapolis for many years. Now I know he was the flagman for this group for a number of years. Just goes to show you, you still can learn a few new things by reading a book.

I've accumulated a nice collection of books from Father Dale Grubba through the years. The good Father did another fine job on this book. If you would like a copy of your own, they are still available for order from Coastal 181 at [www.coastal81.com](http://www.coastal81.com)





Dale's Pictures from the Past



Going way back when in the 1960s when Rich Somers raced the #15 Mercury, an ex-Parnelli Jones car (left)  
John Boegeman, The Black Knight, racing this Olds Cutlass (right)

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## Photo Gallery



The Truckers in action on Friday night in Homestead  
*Shane Carlson photo*



Gordon and Busch on stage prior to the start of the Sprint Cup final event  
*Shane Carlson photo*



NASCAR Sprint Cup pace lap at Homestead  
*Shane Carlson photo*



The sun sets on another racing season  
*Shane Carlson photo*



## The Turkey Day 200

*The Turkey Day 200 has been going on for a few years at Pro Kart in Burnsville, MN and the photos on various social media sites have been entertaining. I've always thought about checking it out in the past, but had other schedule conflicts that prevented me from attending. This year, I made it work, mainly because my kid and one of his friends entered the event. In addition to the kid racing, it's not often a guy can say he watched racing Thanksgiving Day. Although I made it to the race, I wasn't able to stay for the main event. There was turkey that just had to be consumed.*

*The racing I saw was entertaining, and had an IROC (International Race of Champions for you younger fans) feel to it. Local racers Nick Barstad, Bryan Syer-Keske and Ryan Varner were on hand for the 2015 event. The folks at Pro Kart posted a video of Racin Ryan Varner making a late race pass of Bryan Syer-Keske to pick up his third win at the Turkey Day 200. I just might have to ask my mom to schedule Thanksgiving meal for later in the day next year. If she can't adjust the schedule and the kid makes it out of the B-Feature next year, I'll be late for dinner.*

### 2015 Turkey 200 Team Results

- 1: P.Berens/R.Varner
- 2: B.Syer-Keske/N.Barstad
- 3: B.Anderson/P.Troyer





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